

2005

**HELICOPTER SAFETY ADVISORY CONFERENCE (HSAC) GULF OF MEXICO
OFFSHORE HELICOPTER OPERATIONS AND SAFETY REVIEW**

HSAC Members: February 13, 2006

Please find attached the Helicopter Safety Advisory Conference (HSAC) "2005 Gulf of Mexico Offshore Helicopter Operations and Safety Review". The membership support and response from 21 helicopter operators for this review is not only appreciated, but vital in establishing a meaningful report. Continued support is encouraged for the future.

The 2005 Gulf of Mexico oil industry helicopter accident rate per 100,000 flight hours was 2.05 with a total of 8 accidents (6 single engine, 1 each light and medium twin) compared to a 22-year annual average accident rate of 1.89. The fatal accident rate per 100,000 flight hours during 2005 was 0.51 with a total of 2 fatal accidents (5 fatalities) compared to a 22-year average of 0.74.

During 2005, improper pilot procedures and technical fault each accounted for 3 (32%) or 6 of the 8 accidents. The additional accidents causes were 1 unknown and 1 related to fuel quality control.

In the last 5 years, there have been 47 accidents of which 15 were fatal (32%), resulting in 34 fatalities and 42 injuries. 23 (49%) of these accidents were due to pilot procedure related causes, 13 (28%) were due to technical fault, and the remaining accidents due other mixed factors. For technical accidents, there were 9 engine related events, 2 tail rotor events, and 2 for other technical causes. 13 of the 47 accidents (28%) were related to events around the helideck (5 obstacle strikes, 4 loss of control, 2 passenger control, and 1 each approach procedure / tie-down removal). The specific leading causes of accidents in the last 5 years have been:

- 9 (19%) engine related and 9 loss of control with 3 fatalities in each category (6 total)**
- 4 (9%) controlled flight into terrain or water - with 7 fatalities, 4 helideck obstacle strikes with 4 fatalities, and 4 fuel quality control**
- 3 (6%) loose cargo striking tail rotor**
- 3 (6%) unknown causes with 14 fatalities (1 night with 10 fatalities)**

Note - Although night flight accounts for less than 3% of the GoM flight hours, in the last five years, the 3 night accidents accounted for 7% of the total accidents and 32% of total fatalities (11 of 34 total). 2 of the 3 events were fatal.

HSAC has published a number of Recommended Practices to address these issues and they can be reviewed at www.HSAC.org. We are optimistic that by sharing this information with all operators and other oil industry group's, safety initiatives may be developed and implemented to reduce accidents and incidents.

Passengers per Day per 5 Day Week	11,880	9,903	8,958	10,097	Annual Hours Per Aircraft	644	628	644	662
Flights Per Day	4,286	3,685	3,482	3,591	Flights Per Aircraft	2,503	2,216	2,265	2,227
Average Flight Duration in Min.	15	17	17	8	Passengers Flown Per Year	4,942	4,242	4,152	4,461

As a service to the Helicopter Safety Advisory Conference (HSAC) membership, this Gulf of Mexico Offshore Helicopter Statistical Report is compiled annually from information submitted voluntarily by the membership and helicopter operators. The information is neither verified nor reviewed for accuracy and should be treated as unofficial. The data is believed to be representative; however, the HSAC assumes no liability for accuracy or completeness.

2005 GULF OF MEXICO OFFSHORE HELICOPTER ACCIDENT DATA

NUMBER OF ACCIDENTS			INJURY CLASSIFICATION					AIRCRAFT DAMAGES			AVIATION ACCIDENT			
Aircraft Category			Injuries		Severity			Classification			Rates			
Type Aircraft	# Accidents	# Fatal	# Eng Related	Pax	Cre w	Injure d	Fatal	Min or	Substant ial	Tot al Los	# Acc 100k Hou rs	# Fata l Acc 100 Hou rs	# Fatal M Occupa nts	# 1 Acc 100k Flt Stag es
Singl e Eng.	6	2	1	6	1	7	5	0	3	3	2.18	0.73	1.98	0.56
Light Twin	0	0	0	0	0	0	0	0	0	0	4.68	0.00	0.00	1.5400
Med. Twin	0	0	0	0	0	0	0	0	0	0	1.24	0.00	0.00	0.62
Heav y Twin	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
2005 Totals	8	2	2	16	8	19	5	0	4	4	2.05	0.51	1.21	0.61
2004	10	4	2	16	6	7	15	0	3	7	2.77	1.11	3.99	0.79

* Note - There was one additional ditching in 2009 due to loss of power that was not

2001	8	1	1	8	3	10	1	3	2	3	1.7 7	0.2 2	0.32	0.54
2002	6	1	1	1	2	2	1	0	4	2	1.4 9	0.2 5	0.21	0.38
2003	15	7	3	17	8	13	12	3	2	10	3.9 3	1.8 4	2.93	1.12
2004	10	4	2	16	6	7	15	0	3	7	2.7 7	1.1 1	3.99	0.79
2005	8	2	2	16	7	18	5	0	4	4	2.0 5	0.5 1	1.21	0.61
5 Yr. Avg.	9.4	3.0	2.2	11.8	5.2	10.2	6.8	0.4	3.6	5.2	2.4 0	0.7 9	1.71	0.69

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